

Ricochet UTV & ATV Armor Kit Installation Tips

Thank for your purchase of this Ricochet Off-Road Armor Kit. All of our kits are custom designed to fit each model and should install hassle free with no additional modifications required. Please carefully read through all included instruction sheets before beginning your install.

The tips described on this sheet are general mounting tips that may or may not apply to your particular model, refer to the attached model specific instructions for a step by step mounting procedure.

If you do encounter a problem during installation please check the FAQ on our website or feel free to contact us by phone or email using the contact info at the bottom of this page.

Required Tools:

(refer to your hardware placement guide for bolt sizes)

Button Head TORX Bolts: (socket bit is highly recommended)

8mm bolts use a T-40 TORX bit

6mm bolts use a T-30 Torx bit

Hex Bolts & Nuts:

10mm bolts uses 17mm

8mm bolts uses 13mm

6mm bolts uses 10mm

1/4"-20 bolts uses 7/16"

Drill Bits:

While we try to avoid drilling whenever possible some models require one or two mounting points to be match drilled. When instructions call for a drilled mounting point use an **11/32"** bit to match drill through the mounting point on the skid plate only after the plate has been fully secured to your machine using the other hardware listed on your hardware guide.

Locking Nuts:

Most sets will include two types of locking nuts. Loose nuts are Nylock, and any nuts welded onto other hardware are pinch-style Stover lock nuts. It is highly recommended that you use a bit of Anti-seize or a drop of oil on the threads of the welded-on pinch style nuts, this will make the bolts go on and come off much easier.

Other helpful tips:

- Before you begin the installation organize all the included hardware according to the hardware placement sheet so you can quickly find the correct bolts and brackets when you need them.
- Install all bolts finger-tight at first until all hardware has been installed, this will give you maximum adjustability.
- When using the cupped washers to secure the plates to factory mounting points do not over torque the bolts because the threads can strip easily. If you do strip one out the simplest way to repair the thread is to use a 1/4"-20 x 5/8" self tapping bolt.
- You may find it easier to remove the rear tires when installing the rear a-arm guards, it's typically very tight and hard to see when the tires are left on.

Contact us at 1-866-273-1197 or dh_gibbs@comcast.net with any questions or concerns.

There is also a video on our you tube channel showing the installation process.

Hardware placement and mounting instructions for part # 9288 Polaris General 4 seater.

Step one: Remove all of the stock plastic skid plates from the machine. You will leave the plastic guards that are bolted to the front brake caliper in place. All other plastic skids will be removed.

Step two: It is easiest to mount the middle rear plate (926M2) first, due to the over lap of the other plates. Before mounting the plate hang all of your “B” clamps in their approximate location on the frame. You will be able to move them around, to line up with the holes in the plate once its mounted.

Step three: Get your mid rear plate (926M2) into position, this plate needs to tuck under the floorboard plastic on the sides of the machine. Secure the very rear mount with an 833 cup washer and flange bolt. Also secure the front middle mount with a bolt . The front mounts are common mounts with the 928M2 plate, so don't use a cup washer in the top location just yet.

Step four: Start all of the hardware for the clamps you have already put into place. Use anti seize on all bolts going into our clamps. Leave everything loose for now.

Step five: Now you are going to get your front mid plate (928M2) into position. Before mounting this plate you will want to hang your 839 “C” clamps on the frame rails on the side of the machine. This plate also tucks under the floorboard plastic, it also will overlap the 926M2 plate.

Step six: Using 3) 833 cup washers and 3) 6x30 hex bolts you can start all three rear mounts that are the common mounts for the two plates. Next start the bolts for your 839 “C” clamps. Use anti seize on these bolts. Next, hang your two “B” clamps in the center of the plate. You can use the large hole in the plate next to the bolt holes to hang the clamps around the frame. Start the bolts and leave loose for now. Also hang the 834 clamps used on the rear outboard common mount, using the large access holes. Start the bolts and leave loose for now. The 841”D” clamps used on the front common outboard mount should be hung on the frame before installing the 928M1 plate. The nut on these clamps will face the rear of the machine.

Step seven: Now you can get the 928M1 plate into position. It tucks under the plastic and over laps like the previous plate does. Secure the plate in the middle with an 833 cup washer and flange bolt. Leave this loose for now. Start the bolts on the 841D clamps. Use the large hole to hold the clamp in place while starting your bolts. Next you can start your three common mounts with your 833 cup washers and your 6x30 hex bolts. Again, leaving everything loose.

Step eight: Now you can mount the four “B” clamps in the front locations. Line the clamps up with the holes and start your bolts. Use anti seize on these bolts and leave

everything loose for now.

Step nine: Hang the two “A” clamps for the 926R plate on the frame rails. Take the 926R plate and put it into position and start the two 833 cup washers and 6x16 flange bolts on the front mounts.

Step ten: Start the bolts for the rear clamps on the 926R plate. Use anti seize on these bolts and leave everything loose for now.

Step eleven: Now you can square all of the plates up for the best fit and start tightening all of your hardware.

Step twelve: The two rear mounts for the 926R plate need to be drilled out. After all of your plates are square and tight, take a drill bit from 5/16 (.312) to 3/8 (.375) to drill out the rear mounts. You will use the mounted 926R plate as your guide to drill the holes. Drill the holes, at the very most rear point of the slots. After both holes are drilled you can run the 8x40 bolts through and secure with an M8 nylock nut. Here is a pic of how the rear will be mounted.



Step thirteen: Now you can mount your top plate. (775T) The front mounting points on the frame are not threaded from the factory. We supply a M6 self tapping bolt for these

two mounts. It's easiest to get the threads started before mounting the plate. After getting the threads started put your plate into position and start the two front mounts with the self tapping bolts and cup washers. Leave these loose for now.

Step fourteen: Take your 700-40 nut plate and get it into position, line it up with the mounting holes in the plate and start your bolts. Use anti seize on these bolts. Square up the plate and tighten all of the hardware.

Step fifteen: Now you can mount your floorboard skids. (928FB) Take your M8 u nuts and you will see 4 holes in the underside of the floorboard plastic. Insert the u nuts onto your machine lining them up with the holes. Also remove the three exposed bolts on the side of the machine that holds the plastic on. You will be using these holes to mount your floorboard skid. We suggest chasing the holes on the side of the machine with an M6x1 tap. The factory bolts are a self tapping style, and you run the risk of stripping the new bolts if you don't chase the threads first.

Step sixteen: Mount your floorboard skid to your machine using the 833-8 cup washers, and 8x20 bolts. These will thread into the u nuts you just installed. You might have to push hard to get the bolts started as the hole in the plastic is about the same size as the bolt. If you can't get them to grab by pushing hard you can open up the hole in the plastic with a drill bit. Leave these very loose for now. You will need the clearance to install the spacers on the side mounts.

Step seventeen: Start with the middle side mount. Install your 700-119 spacer (The longest one) between the skid plate and the side of the machine. Start your 6x55 bolt with washers and leave loose for now. You will do the same thing for the other holes. The shortest spacer goes to the front of the machine, use the 6x45 bolt on this location. The longest spacer in the middle, and the second longest at the rear. Align the skid to the machine and tighten all of your hardware. There are two spots for the floorboard skids that need to be drilled out. Simply match drill through the plastic after your skid is mounted and secure. After drilling, you will insert your 8x25 bolts and secure them with an M8 nylock nut. It is the same procedure for both sides.

Step eighteen: For the front a arm skids you will leave the stock plastic protectors that are mounted to the caliper in place. Get the a arm skid in position and start installing your hardware. Use anti seize on the bolts. Once the skid is loosely mounted you need to check your clearance. With the front wheels off of the ground, turn the wheel lock to lock. Verify you have clearance for the skid. Once you do have clearance you can tighten the skid down. It is important to have the wheels off the ground when checking clearance. Repeat the same procedure for the other side.

Step nineteen: To mount the rear a arm skids you will need to remove the rear wheels. Once the wheels are off of the machine you need to drill out the rivets that hold the plastic guards on. The guards on the rear will not be used.

Step twenty: Set the rear a arm skid in place, and start your hardware. For three of the bolts, there are holes in the a arms from the factory. Run the bolts through the skid and the a arms and finish with an M8 nylock nut. Leave everything loose for now. For the last mount you will use a clamp. Use anti seize on this bolt. Check the clearance of the skid, and tighten all of the hardware. It is the same procedure for both sides

Hardware list for 9288F

775T

- 2) 833 cup washers
- 2) 6x12 self tapping bolts
- 1) 700-40
- 2) 8x20 Torx
- 2) M8 washers

928M1

- 4) "B" clamps
- 4) 8x25 Torx
- 4) 833 cup washers
- 1) 6x16 flange bolt
- 3) 6X30 Hex bolts
- 2) 841 clamps
- 2) 8x35 Torx
- 6) M8 washers

928M2

- 2) "B" Clamps
- 2) 839 Clamps
- 2) 834 Clamps
- 6) M8 Washers
- 4) 8x20 Torx Bolts
- 2) 8x35 Torx Bolts
- 3) 833 Cup Washers
- 3) 6x30 Hex Bolts

926M2

- 6) B Clamps
- 6) 8x20 Torx
- 6) M8 Washers
- 1) 833 Cup Washer
- 1) 6x16 Flange Bolt

926R

- 2) A clamps
- 2) 8x20 Torx
- 2) 833 cup washers
- 2) 6x16 flange bolts
- 2) 8x40 Torx
- 6) M8 washers
- 2) M8 Nylock nuts

928FB

- 8) 833-8 Cup Washers
- 8) 8x20 Torx Bolts
- 8) M8 U Nuts
- 6) M6 HD Washers
- 6) 1/4" Lock Washers
- 4) 6x55 Hex Bolts
- 2) 6x45 Hex Bolts
- 2) 700-43-1 Spacers
- 2) 700-119 Spacers
- 2) 700-120 Spacers
- 4) 8x25 Torx
- 8) M8 Washers
- 4) M8 Nylock Nuts

798AR

- 6) 8x60 Torx
- 6)M8 nylock nuts
- 8) M8 washers
- 2) 834 clamps
- 2) 8x30 Torx

798AF

- 6) 1" clamps
- 6) 8x20 Torx
- 6) M8 washers

9288 Plastic Hardware list

928P1

928P2

18) 833 Cup Washers
18) n6x16 Flange Bolts

926P2

16) 833 Cup Washers
16) 6x16 Flange Bolts

28) 833 Cup Washers
28) 6x16 Flange Bolts

926P3

9) 833 Cup Washers
9) 6x16 Flange Bolts
2) 833-8 Cup Washers

Polaris General 4 seater
Hardware Guide
Part # 9288

